

# DAVIDSTOW FLYING CLUB STANDING ORDERS Aug 2021 REV 1

## 1) PILOT LICENSES

- All pilots must know the extent of the privileges of their licence and fly within those privileges.
- It is the responsibility of the licence holder to ensure that they have a current Certificate of Experience or Test as appropriate.
- The licence must be available for inspection by the Club if requested.
- All pilots must hold an appropriate licence if they wish to operate an aircraft radio.

## 2) PILOT HEALTH

- All licensed pilots and solo student pilots must be in possession of a valid medical certificate or declaration of health as required by their particular licence.
- It is the pilot's responsibility to ensure that the certificate/declaration is current.
- Pilots should only fly when in good health.
- Pilots should be aware of the side effects of some medication on their ability to operate the aircraft.
- The current regulations concerning alcohol and flying impose a limit that is one quarter of the allowed limit for driving a car in the UK.

In detail the prescribed limits are:

- In the case of breath: 9 microgrammes of alcohol in 100 millilitres.
  - In the case of blood: 20 milligrammes of alcohol in 100 millilitres.
  - In the case of urine: 27 milligrammes of alcohol in 100 millilitres.
- It is suggested that no pilot or passenger should fly in an aircraft from this club site within ten hours of consuming any amount of alcohol.

## 3) INSURANCE

- Solo students and club pilots must have valid third party insurance and where necessary Crown indemnity of £7,500 000 for ground and flight operation of the aircraft.
- Club pilots must have valid passenger insurance for ground and flight operation of the aircraft, unless flying solo only.
- The current EU minimums equate to SDR 250, 000 passenger insurance and SDR 1,500, 000 third party liability.( SDR - Special Drawing Rights an international monetary currency defined by the IMF)

## 4) CHECK FLIGHTS

- Solo students and licensed Club members who have not flown for 28 days or more may be required to undergo a check flight at the discretion of the Club.

- The student or the Club member will be responsible for any cost incurred.

#### **5) PASSENGERS**

- Pilots are reminded that the law requires that to carry a passenger the pilot must have completed at least 3 take offs and landings as the sole manipulator of the controls of an aircraft of the same type within the previous 90 days.
- Pilots wishing to carry passengers are responsible for:
- Briefing the passenger before flight as required by law.

#### **5) LOG BOOKS**

- The completion of flight records including pilot log books is required by law. Club members should note the following requirements:
- Pilots should complete log books post flight showing training exercises carried out and passenger / instructor name as applicable.
- Log books must be kept for a minimum of 2 years after the date of the last entry.

#### **6) INTRODUCTORY AND CHARITY FLIGHTS**

- It is only legal for payment to be made for a flight in a microlight aircraft when the flight is Introductory, instructional or an examination flight. For Introductory flights see document entitled Introductory Flights – Guidance to Operators dated 2018. CAA DFC qualifies as a not for profit Flying Sports Club.
- Raffle and draw prizes where the winner has paid for a ticket are deemed to be public transport flights if the flight is not instructional or an examination. Public transport flights cannot be given in a microlight aircraft.
- Charity flights are flights where money has been paid to a registered charity for the purpose of the flight and which would otherwise be considered to be aerial work. There are strict conditions applied to the conduct of charity flights, which are explained in an Aeronautical Information Circular. The circular can be read on the AIS website at [www.ais.org.uk](http://www.ais.org.uk).

#### **7) AIRCRAFT OPERATION**

- Pilots must be in possession of aircraft manuals and have knowledge of the operational limits and required procedures.
- Pilots must know the registration and airworthiness requirements for their aircraft and comply with them.

#### **8) FLIGHT SAFETY**

- It is the pilot's responsibility to always operate the aircraft in a safe manner.
- Pilots must not fly in a manner likely to endanger people, property or the aircraft.

#### **9) WEATHER**

- It is the pilot's responsibility to obtain weather forecasts for the route to be flown and destination airfields.



## 15) TAXIING

- With consideration to the poor brakes often fitted to microlights taxiing aircraft should not taxi above a fast walking pace.
- Taxiing aircraft should follow ground collision avoidance regulations

## 16) AIRFIELD OPERATIONAL TIMES AND TRAFFIC MAXIMUMS

- Mondays to Saturday inclusive 0800-2200hrs not before sunrise and not after sunset. Sundays and Bank Holidays 1000-2200hrs not before Sunrise and not after sunset
- Microlights Aircraft, Hang Gliders, SLMGs and Paramotor Para Gliders combined take off and landings 25 in any one day
- SEP light aircraft take off and landings 3 in any one day.

## 17) NOISE

- The maximum sound pressure level of any aircraft shall not exceed either 83dB(A) or Noise rating curve 77, measured on the ground at any point 25 metres distant from the aircraft.
- All pilots should avoid flying over noise sensitive areas particularly over residences to the north of the airfield and the Creamery.

## 18) CIRCUIT PROCEDURES

- Circuit height 800ft
  - 12-RH
  - 30-LH
  - 02-RH new
  - 20-LH new
  - 24-LH
  - 06-RH
- Make standard radio calls on 129.830Mhz – Davidstow traffic.
- Remember that light aircraft and motor gliders usually fly longer circuits at a higher speed than microlights. All aircraft should keep station in the circuit and not overtake. Remember a motor glider with the engine stopped is a glider and has landing priority over a powered aircraft regardless of where it is in the circuit .
- If in doubt on approach or landing a pilot should execute a GO AROUND climbing to circuit height and clearing the runway centre line before rejoining the circuit on the crosswind leg.
- This especially relevant in the event of stock or members of the public on the runways.
- No turns after take off may be made below 300 feet unless for cross wind considerations.
- Be aware of both towers on the NW side of the airfield

- Be aware of the wind turbine between the approaches to runways 20 and 24 Blade tip height is approx. 30m(100ft)AAL
- Be aware that livestock may stray onto the runways or visitors may drive their cars onto them, the latter without appreciating that it is an active airfield, in spite of the warning signs making this clear.
- Aircraft taking off and landing from the main runway 12/30 shall use the section between the intersections with the cross runways except in emergencies or if it would compromise the safety of the take off or landing. Where this is the case the pilot shall if possible advise circuit traffic of intentions
- Be aware that we now have several members who fly Powered Paragliders (PPG) who will be using the grass surfaces for take off and landing in the NW quadrant of the airfield .It has been decided therefore that the circuit direction of runway 02/20 should be changed to avoid possible conflict with PPG flyers using the NW quadrant of the airfield as follows:- 02 now RH was LH and 20 LH was RH. Aircraft taking off from 02 to turn right after passing the wind turbine on their right. Aircraft landing on 20 should turn onto base leg to the N of the wind turbine . Also aircraft taking off on 30 should be cognisant of any PPG activity in the NW quadrant.
- PPG pilots should give priority to aircraft using the runways and keep well clear of their wakes
- Powered Hang Gliders( PHG). These pilots should follow the rules as laid down for PPGs by their governing associations.

#### **19) LOCAL AREA FLYING**

- Aircraft should be flown at least 1000 feet above ground level when operating in the local area unless carrying out forced landing practice in a designated area or landing at another airfield.
- Stall and unusual attitude training should be flown at a height to ensure recovery is achieved above 1000 feet above ground level.
- When flying in the local area pilots should remember that there is an intensity of traffic in the local area and spend as little time as possible in it.
- Local avoidance areas are marked on the local map. Eg don't overfly the Creamery or Museums or dwellings to the north adjacent to the main road

**20)** Before flying all members must check for any use of the airfield by the military. Copies are sent by email to all members, so check before you leave home. If Davidstow or adjacent Davidstow woods are listed on the day in question pilots must check with the CFI or in his/hers absence call Derek Wilson on 07759379157 to check for possible air space conflictions. The military have overriding priority at Davidstow. Two other organisations have been given permission to use Davidstow these are Agusta Westland for helicopter pilot training and Bristow for night vision SAR training, the latter replaces

Culdrose for SAR. Both these organisations advise activity by PPR and should call on 129.830 when approaching the airfield.

**21) LOW FLYING**

- Low flying rules must be observed at all times. Any flights below 500 feet above ground level within 10 miles of the airfield must be reported to the Chief Flying Instructor on landing.

**22) UNCERTAIN OF POSITION/LOST PROCEDURE**

- A pilot who is uncertain of position during flight in the local area should call Newquay radar on 133.405Mhz and ask for assistance.
- A pilot who is lost should follow the procedures as for uncertainty of position or call
  - NATS Distress and Diversion on 121.500

**23) STUDENT PILOTS LANDING OUT**

- Student pilots landing out at other than the planned destination must not take off again without first informing the authorising instructor of the circumstances of the landing.

**24) AIRSPACE INFRINGEMENTS**

- Any airspace infringements must be reported to the Chief Flying Instructor on landing or in his absence to a Director of the Club

**25) AIRPROX**

- Airprox reports should be made on landing to the Chief Flying Instructor and an Air Traffic Control Centre.
- A written report on form CA 1094 must be completed within 7 days.

**26) ACCIDENTS AND INCIDENTS**

- All accidents and incidents must be reported to the Chief Flying Instructor in writing.
- Notifiable accidents must be reported to the AAIB on 01252 512299 and also should be reported to the controlling body for the type concerned eg BMAA, BGA etc.

**27) MILITARY OPERATIONS**

All Pilots will be emailed latest copy of monthly Military Davidstow Airfield utilisations and other local notifications facility used by them .Also they will receive emails from the club advising military notifications we have received by phone from military users which do not appear on the monthly lists.

**27) RUNWAYS AND TAXIWAY INFRINGEMENT BY THE PUBLIC AND ANIMALS**

All pilots should be aware that Davidstow Airfield is unfenced and liable to infringement by the public in spite of warning signs. Common grazing by sheep and ponies also occurs. Pilots should be ready to abort a take off or landing should either operation be obstructed. In the case of gliders, pilots should always have an alternative landing option(grass) or someone on the ground to ensure that their landing is not obstructed.

**28) BREACH OF ORDERS**

- **ANY BREACH OF ORDERS OR BEHAVIOUR LIKELY TO BRING THE MICROLIGHT CLUB INTO DISRIPUTE WILL CAUSE LOSS OF MEMBERSHIP PRIVILAGES AT THE DISCRETION OF THE CHIEF FLYING INSTRUCTOR AND THE COMMITTEE.**

**29) ALL MEMBERS TO CONFIRM THAT THEY HAVE READ AND UNDERSTOOD THESE ORDERS BY SIGNING THE ATTACHED SHEET.**

Please check the contents page at the beginning of the book prior to flying to check for new orders and re-sign this page after any new orders have been added.

Sign the sheet below to show you have read and fully understand the orders in this book.

The book is located in the clubroom on the small desk top where the movements log is also kept.





